



Joint Meeting of the
BIKE AND PEDESTRIAN COMMITTEE
and the
TRAFFIC SAFETY AND PARKING COMMITTEE
Wednesday, November 30, 2005 – 5:30 pm
San Bruno City Hall
567 El Camino Real
San Bruno, CA 94066

MINUTES

1. ADMINISTRATIVE ACTIONS -

A. ROLL CALL

<u>TSPC Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Sol Weiner		X
(Vice-Chair) Stephen Pieraldi	X	
John Giuseponi	X	
Peter Jalilie		X
Doris Maez	X	

<u>Bike and Pedestrian Members:</u>	<u>Present</u>	<u>Absent</u>
(Chair) Greg Pierce		X
(Vice-Chair) Walter Bird	X	
Dave Nigel	X	
Doris Maez	X	
Ernie Gomes		X
Randy Brase		X
Sujendra Mishra	X	

Staff in Attendance:

Merrill Buck, Public Works Department
Frans Lind, Public Works Department
Scott Munns, Public Works Department
Beilin Yu, Community Development Department
Marc Catalano, Police Department
Jennifer Shapona, Public Works Secretary

Public in Attendance:

None

2. NEW BUSINESS

A. Merrill Buck introduced the purpose of the joint meeting between the Bike and Pedestrian Committee and the Traffic Safety and Parking Committee, which was to consider, prioritize and recommend potential projects to the City Council from the \$2.5 million in federally funded money available to San Mateo County through the Federal Congestion Mitigation and Air Quality (CMAQ) for the 2006/2007 fiscal year. The approved grant would cover 88.5% of the project cost, with the City paying the balance of 11.5%. \$1.1 million is also available from TDA grants and there are also transportation grants available through STP. The grant applications are due in January, so the City Council must review our recommendations at the December 13th City Council meeting.

Merrill Buck emphasized the importance of preparation for the implementation of these grants, as the federal review process will give a higher score if the City can show that previous planning, community preparedness and inclusion in the City's CIP budget was part of the project. The CMAQ has allotted 25% of the \$2.5 million for pedestrian only projects. There is a \$250,000 minimum project cost for any bicycle project and the maximum they will allocate is \$500,000 for a pedestrian project and \$1 million to a bicycle project, with a maximum of \$1 million to be paid to any one agency.

Dave Nigel stated a long-term goal of the Bike and Pedestrian Committee is to connect BART to the Sweeney Ridge trail. They'd like to see the City build a bike trail through the canyon and connect it to the City's Sneath Lane bike route. Another goal is to link San Bruno to the Bay Trail, but the problem is that San Francisco owns most of the land there and the Committee would like to know how staff would recommend proceeding with this. Merrill Buck responded that only bike projects that are on the regional bike lane map list qualify for this grant money. Scott Munns responded that at this time, running a trail through the airport property does not seem possible.

Doris Maez asked if a project serves both bike and pedestrian project requirements, does it qualify as a pedestrian project? Merrill responded that the specific project would have to be researched, but if it serves both it should qualify.

John Giuseponi asked if the funding cycle runs once per year? Scott Munns responded that it depends on what transportation legislation is approved and when it is released.

Merrill Buck recommended developing a list with some larger projects to satisfy the budget requirements of the current grant and add other projects that the City can look at for future grants as well.

Stephen Pieraldi commented that the two committees could present the map of the Proposed Regional Bikeway System to the City Council and see if they are willing to commit local funds to any project. Dave Nigel stated that if we come up with a plan, it would be an easier decision for the Council.

Merrill Buck would like to present a list of project ideas with the top priorities noted according to the review requirements of the grant application. The City needs to get at least 30 points of the scoring requirements, but it would be better if it were higher. Any bike project must be on the Proposed Regional Bikeway System and must have a project cost of at least \$250,000. Pedestrian projects have no cost limit, so there may be more opportunity with that.

Stephen Pieraldi commented that a bridge over El Camino Real at Tanforan is one plan.

Doris Maez stated that pedestrians walking between The Crossing, Chili's and Kaiser have to cross two freeway on ramps, and one does not have a crosswalk. Adding some safety features would be a good idea. Walter Bird stated a spotlight could be added at crossings so drivers would have better visibility of pedestrians.

Dave Nigel recommended working on the Sharp Park Road bike path to make it safer.

Marc Catalano stated the Police Department was approved for a \$60,000 grant for the "STOP, LOOK AND WAIVE" Program that will teach children at local schools about crossing the street safely. The City may be able to apply for additional funding through the current grants for this project.

John Giuseponi asked if San Bruno Avenue could be changed from two lanes to one lane with a bike lane? Merrill Buck responded that a large number of residents spoke out against changing it from two lanes to one lane. City staff has reviewed the crosswalk issue along San Bruno Avenue in the past, due to the complaints of lack of safety for pedestrians. There are currently four crosswalks along San Bruno Avenue, which is a large number for drivers to comply with for pedestrian safety. The elimination of a couple of crosswalks and the installation of barricades along the eliminated crosswalks, as well as flashing lights in the pavement of the remaining crosswalks, would be a great safety enhancement.

Merrill Buck stated another crossing concern addressed by the Committees is the El Camino corridor, which is ten lanes wide and creates a long crossing time. In order to enhance pedestrian safety, the State has approved the countdown style ped-heads along El Camino Real. This would be another grant opportunity that would be beneficial, and could be implemented at other busy intersections in the City, like Third and San Bruno Avenue.

John Giuseponi commented that the trailhead at San Bruno Avenue could use better marking and striping and some areas are missing sidewalks. The parking lot by the trail also needs proper paving for bicycle access. Scott Munns stated that the parking lot is State right-of-way property and will probably be developed into a parking lot for the County Park system.

Scott Munns stated Commodore Park and the National Archives has a City through way that could be a good sidewalk project with the development of the Crossing.

Dave Nigel stated the path between the Senior Center and City Park is not paved and is unsafe for pedestrians. Scott Munns added there is a sidewalk gap from the Senior Center to Donner Avenue that could also be added to our list.

Stephen Pieraldi stated the traffic signal at Shelter Creek Lane is a big issue.

Merrill Buck stated another sidewalk gap runs along Huntington behind the Post Office, adjacent to the BART station. Scott Munns commented that this would rank well for the grant process, as it allows access to BART by both bicycles and pedestrians.

Merrill Buck stated the crossing to Bayhill Shopping Center mid-block across from GAP could use a formalized crosswalk with lights in the pavement.

Doris Maez commented that the apartments along Skyline Blvd. between Sneath Lane and College Avenue have a gravel drive that could become a better walkway by paving it. She's not sure if the land belongs to Caltrans or not. Scott Munns commented that it was originally created by SBC for utility access.

Merrill Buck recommended listing all the projects suggested and then voting on the importance so the City Council can view the full breadth of ideas. The voting results for the Committee recommended projects were:

No. of
Votes:

(4) Sidewalk gap closures (in the order that best qualifies for the grant):

- a. Commodore Drive from Commodore Park to the boundary with the Crossing (600ft)
- b. San Bruno Avenue from Shelter Creek Lane to Crestmoor Drive (3000 feet)
- c. Sneath Lane from Claremont Drive to Skyline Boulevard (700 feet)
- d. Crystal Springs from the Sr. Center to Donner Avenue (1500 feet)

e. Crystal Springs Rd. from the Senior Center north to the County Park Entrance (3000 feet)

- (4) Pedestrian Bridge on ECR at Tanforan and The Crossing
- (3) Traffic Signal at San Bruno Avenue/Shelter Creek
- (2) Safety Enhancements to ECR at I-380 on and off ramps
- (1) Countdown Pedestrian Heads along ECR
- (1) Bike Path along Skyline Boulevard
- (1) Completion of "Stop Look Waive" stenciling at School Crosswalks
- (1) Extension of SSF's proposed Linear Park Trail along the BART alignment to widen the sidewalk on the east side of Huntington from Tanforan to traffic signal adjacent to Atlantic Avenue
- (1) In-pavement crosswalks (200-500 blocks of San Bruno Avenue, Huntington Avenue at the Post Office, Cherry Avenue at the Bayhill Shopping Center)
- (0) Completion of the Bay Trail Bicycle Segments

Scott Munns thanked the two Committees for the group effort in meeting and voting on these grant opportunities. Staff will be meeting to review the top recommendations in relation to how well they will score within the grant requirements and to meet the City Council's approval. John Giuseponi stated he supports whatever staff recommends as best for the City.

3. PUBLIC COMMENT ON ITEMS NOT ON THE AGENDA

None

4. ADJOURNMENT -

Motion: To adjourn the joint meeting of the Bike and Pedestrian Committee and the Traffic Safety and Parking Committee (TSPC) at 7:35 p.m.

(M/Giuseponi, S/Maez): 7-0-0 - Approved. Meeting Adjourned, 7:35 pm.